

TubTimes

Official Newsletter of

TYP 356ne

VOLUME 17, ISSUE 8, AUGUST 1, 2017



Tons of Tubs overlooking the Lavender Fields

The Southeastern Connecticut Mini Tour was a great success in spite of the rain.

See the full story on page 6.

TYP356NE OFFICERS/BOARD OF DIRECTORS

President— Peter Venuti



Vice President/Membership Chairman— Allen Sisson



Secretary—Peter French



Treasurer—Dennis McGurk



Website Coordinator/Club Calendar—
open position

Newsletter Editor —Ed Tobolski



Director at large/
Immediate Past President—Tom Tate



Directors at large—
Norman T. Brust, Ken Nykiel , Jeff Leeds, Greg Lane



Presidents Message

As many of you are aware we recently experienced a flurry of emails sent out using our clubs mailing list that was not in keeping with the intended use of this system. I will not go into any details regarding the content other than to say that the conversation by the members involved was disrespectful and not appropriate for our mailing list. The club provides an email address - members@typ356ne.org- for members to use in order to send messages and information to all of the members. If you send an email to that address, all of the membership will get a copy. With this in mind please be thoughtful that the content you send to this email address is 356, or other related club and car information that is of interest to everyone. Please do not use this email address to send jokes, political comments or any other items not directly related to 356s.

Help! We are in need of a new website coordinator. The website is an important way for us to provide information to the membership. We are in the process of updating the site and we need help coordinating the activities. If you have computer skills and want to help the club with this important activity please contact me as soon as you can- peter.venuti@gmail.com

We are building up to our premier warm weather event, Club Day on September 17th. This year will be the third annual Club Day and it will be held at Lake Pearl in Wrentham, the same site as last year. The facility is great for our cars with lots of grass, shade and a beautiful tent for our dining and relaxation. Wrentham is centrally located and easy to get to, not far from the Wrentham Outlet Mall. In addition, Sept 17th is Drive Your Porsche Day, so there is another reason to get the tub out for some exercise. Ed Tobolski and Dennis McGurk are co-chairing the event and would they welcome any comments and suggestions on how to make the day better. See page 14 for more information. I look forward to seeing everyone at one or more of our events soon. Peter

WHAT'S IN THIS ISSUE?

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2017 Calendar of Events

The following is a list of events of interest to members.

TYP356ne Club organized events are highlighted in Blue.

For more details and the most up to date information go to the club website - www.typ356ne.org

AUGUST

- **Monday, August 7th, 6pm - 7pm - TYP356ne Monthly Board Meeting**
The board meeting will held at the following location (see the club website for more information):
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026
- **Wednesday, August 9th, - The Dearborn's Lobster Lovers Loafer's Lunch**
Full details on page 5.
- **Saturday, August 19th—Rich MacKoul's - "A TALE OF 3 SPEEDSTERS"**
At MacKoul's Cars- 220 Worcester Street, North Grafton, MA. Full details on page 5.
- **Sunday, August 27th—Founder's Day 2017— *this event has been Cancelled***

SEPTEMBER

- **September, 1st to 5th— Lime Rock Historics**
60 White Hollow Road, Lakeville, CT
For more info go to - <http://limerockhistorics.com>
- **Saturday, September 2nd, - The Annual Unobtanium Open House**
14 W Shore Street, Ravena, NY. Full details will be in a future issue.
- **Monday, September 4th, 6pm - 7pm - TYP356ne Monthly Board Meeting**
The board meetings are held at the following location (see the club website for more information):
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026

- Sunday September 17th.—*3rd Annual TYP356ne Club Day*
Lake Pearl, 299 Creek Street, Wrentham MA. See page 14.
- Saturday, September 23rd—*Cruise to Wright's Chicken Farm*
84 Inman Road, Harrisville, RI. Full details will be in a future issue.

OCTOBER

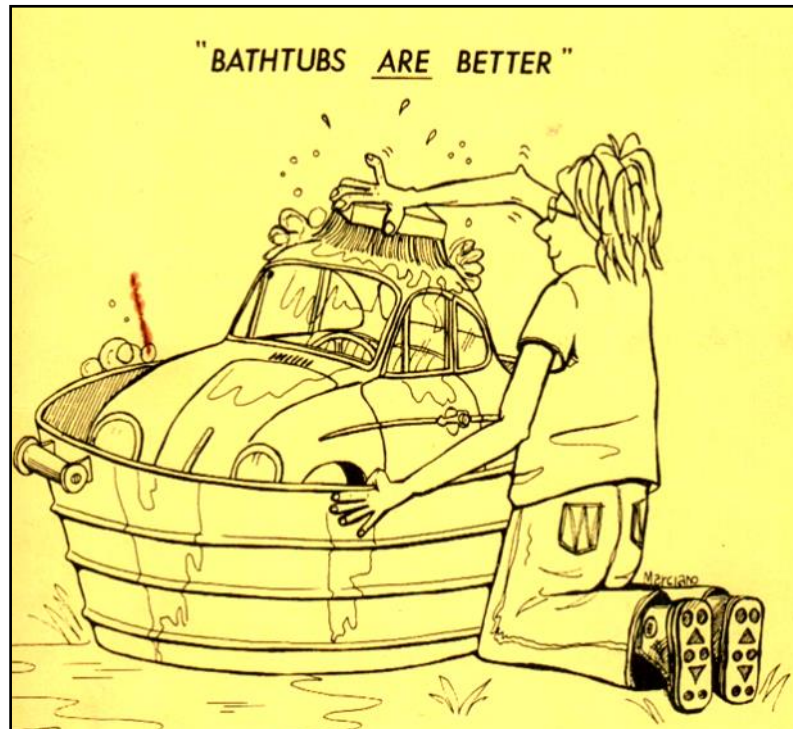
- Monday, October 2nd, 6pm - 7pm - *TYP356ne Monthly Board Meeting*
The board meeting will held at the following location (see the club website for more information):
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026
- Wednesday, October 18th- *Loafer's Lunch Foliage Tour (tentative)*

November

- Monday, November 6th, 6pm - 7pm - *TYP356ne Monthly Board Meeting*
The board meeting will held at the following location (see the club website for more information):
NewBridge on the Charles, Hebrew Senior Life
2nd Floor Activity Room
Gloria Adelson Field Health Center
7000 Great Meadow Road Dedham, MA 02026

January 2018

- We have a tentative date for next year's Holiday Party at Blue Hill Country Club in Canton, MA. The date is Sunday, January 28th, 2018 from Noon til 4pm. This Sunday is the bi-week between the final playoff games and the Super Bowl. Details to follow as we get closer.



THE DEARBORN'S LOBSTER LOVERS LOAFER'S LUNCH -WED. AUG 9TH

Some changes to our format this year: Alas, Captain Neil has "come ashore" and will no longer be providing launch service. I haven't been able to find a replacement, so we will be 356-ing to lunch this time.

The good news is that Donna McGarry will open her very salty *Morrison's Lobster Pier* just for us on a day when she is normally closed. We'll have the place to ourselves, so we can accommodate 26 diners, along with 13 vintage cars in Morrisons' own parking lot. Please note BYO on attached menu.

On Wednesday, August 9, plan to arrive at Morrisons by 12:30 to 1:00... earlier if you'd like to schmooze and oogle.

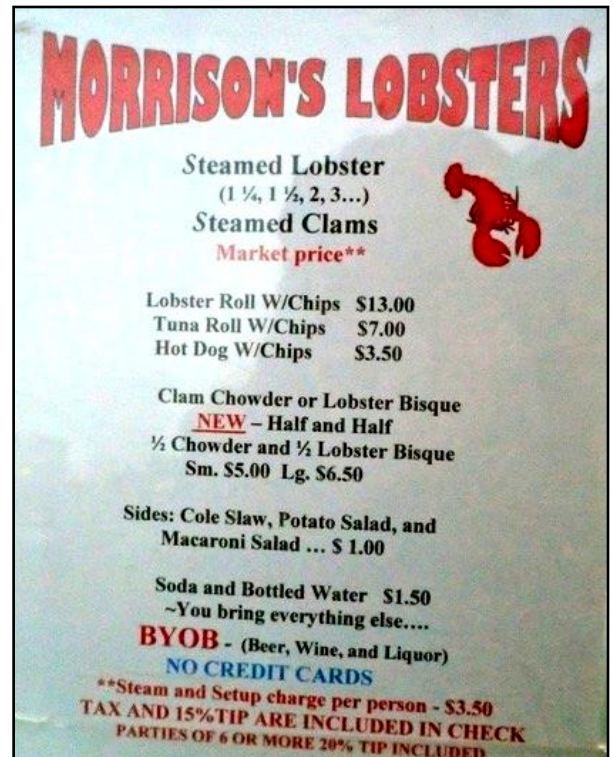
The address is 11 Badgers Island West, Kittery ME 03904.

Donna will have the usual menu ready for us, but I must let her know ahead if you want a lobster roll (She needs time to cook and pick ahead).

Please let me know:

- Are you are coming, and how many?
- Would you like a lobster roll, and how many?

Alex Dearborn
12 Captains Way
Kittery Point, Maine
mobile: 978 590 5079



MORRISON'S LOBSTERS

Steamed Lobster
(1 ¼, 1 ½, 2, 3...)

Steamed Clams
Market price**

Lobster Roll W/Chips \$13.00
Tuna Roll W/Chips \$7.00
Hot Dog W/Chips \$3.50

Clam Chowder or Lobster Bisque
NEW - Half and Half
½ Chowder and ½ Lobster Bisque
Sm. \$5.00 Lg. \$6.50

Sides: Cole Slaw, Potato Salad, and
Macaroni Salad ... \$ 1.00

Soda and Bottled Water \$1.50
~You bring everything else....

BYOB - (Beer, Wine, and Liquor)
NO CREDIT CARDS

**Steam and Setup charge per person - \$3.50
TAX AND 15% TIP ARE INCLUDED IN CHECK
PARTIES OF 6 OR MORE 20% TIP INCLUDED

"A TALE OF THREE SPEEDSTERS"

10:00 AM on SATURDAY, August 19, 2017 at

MACKOULS CARS 220 WORCESTER STREET (ROUTE 122) NORTH GRAFTON, MASS.



We will do a detailed comparison of my 1955 Pre A T-0 Speedster, Bob DiCorpo's, 1956 T-1 Speedster and Steve Ross's 1958 T-2 Speedster. All three cars will be viewed on the ground and in the air on lifts. As you will see, there are many differences between these 3 cars.

This TECH SESSION will be a continuation of A TALE OF TWO SPEEDSTERS that was held 3 years ago. Plenty of parking.

If you plan to attend please email Rich MacKoul at- mackoul20@verizon.net

SE CONNECTICUT MINI OR IT'S A GOOD THING TUBS FLOAT TOUR!!



Hats off to Greg Lane for organizing another great tour in South-eastern Connecticut. This year the weather was typical New England, changing all the time. There were 17 cars and 28 people who endured the changing weather for a wonderful tour through scenic SE Connecticut.

We all started from the Griswald Inn in Essex CT. in warm but dry weather. A nice visit to the Lavender Farm with a picnic lunch and we were off to the Chamard Winery. That's where the fun began. Half way there it started to rain. By the time we lined up around the winery's pond for photos it was pouring and the pond water was rising!!! So we did what any fun loving 356 driver would do, move to the barn and drink wine!!!



The Tubs all got wet, but we managed to have fun anyway!!! The Brusts actually put the top up on their cab as we all found out where the leaks were in our cars. The run back to the Griswald was dry as Greg took us along the scenic shoreline route. There were 14 of us at the banquet on Thursday night at the Gris. We enjoyed a great dinner with an interesting group of 356 enthusiasts.

The pictures on these two pages tell the story. Thanks to those who sent them to me. Ed T.



A Note from Greg-

Making this drive fly (or swim) was a team effort. My thanks go out to:

Anna Marie and Dan Lane, who generously coordinated delivery and cleanup of our picnic lunches...

David Winstead, who offered (risked?) his Essex Corinthian Yacht Club membership by offering those dining facilities to the Wednesday overnight guests. David also offered his well-equipped storage facility, should the need have arisen for more-involved repairs.

Craig and Amy Bush for their planning assistance as well as photo coverage.

Scott and Robin Sogge, Craig and Amy, who served as pathfinders on our drive.

And to Gordon Nichols, who backed us up in the "tool and parts" car. Should we add extra wiper blades and a sump pump to that kit?

Lastly, sincerest thanks to each of you for being really terrific sports after having put your little cars through a near-underwater hydro test. I did not hear one peep of complaint from anyone at Chamard. Maybe the wine had consoled you somewhat, but I was impressed and appreciated your understanding.

Greg



MORE JULY EVENTS

Rick's Custom Fabrication Shop Tour

Saturday, July 15th.

Rick's Custom Fabrication Shop in East Bridgewater is always a fun visit. This year was no exception. There were two 356s in the restoration process. PJ and Becky Bernard's 57 coupe of the, "We can save them all", contest fame is well on it's way to a rebirth. As you can see in the picture, there is very little sign if the significant front end damage it endured a long time ago. Rick has used a combination of new parts and repairing old parts to get the T1 coupe straight again. Lots of work to do, but it's well on it's way back. (see page 12)



Also in process was Joe Ferrari's 58 coupe. Farther along, Joe's coupe is looking good but still needs a lot of work. We could see how the front end pieces fit together. Both of the 356s Rick is working on are a lot easier to do than



a 69 Camaro coupe in the shop. It was just a shell with rust damage everywhere being held together by temporary cross braces. We questioned why the owner was willing to spend a lot of money to get it back on the street. Rick said that the guy had the car when he was 14 and wanted to



drive it again!!! Trying to use as many original panels as possible, it's a good example of the scope of the work Rick and his team can do to an automobile.



We ended up with our normal pizza lunch. Rick gave out door prizes to 7 of us, see picture. On the way out we got to see Rick's early Willy's hot rod coupe. It has the biggest supercharged hemi that I've seen in a long time. Quite the beast.

Thanks to Tom Tate for arranging the tour and thanks to Rick, for an interesting day. Ed.



JULY LOAFER'S LUNCH ON THE SE COAST

On a very clear and hot summer day, Thursday, July 20th, about 20 members in about 10 cars met Tom Coughlin in Westport, MA for a great drive and lunch to follow. The 1.5 hour drive along wonderful winding back roads led us by beautiful farms plus provided many fantastic ocean and river views. The drive extended from Salter's Point in South Dartmouth on the east all the way to Little Compton, RI on the west. Lunch was in Westport at the Acoaxet

club. The food and company were wonderful. It could not have been a better day! Once again Tom Coughlin arranged and led one of his typical great 356 events.

Allen Sisson



Thanks to Frank Anigbo for sending the pictures.



FEATURED MEMBER

Chip Bechtold

I was raised in Kingston, RI near URI. I am retired now from a career in international corporate insurance, working for insurers and a large insurance broking firm based in NYC. I lived mostly in Wilton CT, commuting to the city daily. But I also worked in Europe for a dozen years living in London and Milan. My work, mostly for multinational clients, has taken me all over the world.



Above—Silver cab in Southport,

drive up to Burlington weekends to see Marcia, now my wife. The interstates were just being finished then. No cops around late at night and the roads were wide open. What fun driving. Later I had an A cab which I painted silver - just like Sooter's.

In 1977 I bought a '59 Convertible D, originally ruby red. It was a real basket case with a torn top, broken windshield, heavy ding on the right front fender, holy floor pan and rockers, moldy interior, crapy paint, etc. I had just restored our two car garage with workshop in anticipation and put the D into the workshop side, tore it apart, farmed out the engine and transmission for rebuilding and later had the body towed to a local body shop to be finished and sprayed. I had a long list of parts needed and started visiting swap meets and ordering from Tweeks, Stoddard and several others. Sometime along the way I had joined the Registry - as an early member - whose members were of great help. There was no local club at the time but a few 356 fans also helped.



'59 Convertible D nearly finished restoration in Wilton

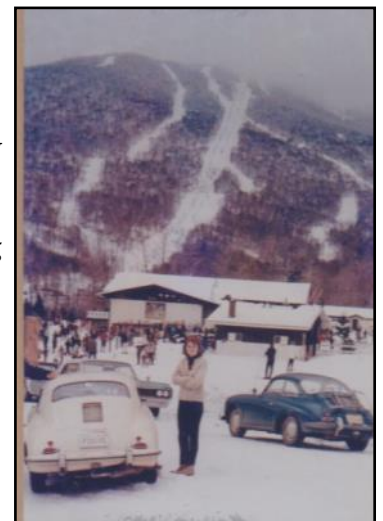
Meanwhile I was doing a lot of travelling for business. Along the way, I was transferred to Milan for six years; the car was about ¾ finished. I walled in the car on the workshop side so tenants couldn't get at it. The year we came home was a busy one and then I was transferred to London to do a startup. When I finally got back to the D, I had been 10 years away from it. Marcia suggested that I get some professional help - was she referring to me or the car? After researching I got Automobile Associates, Canton, CT to take over and finish the job. After owning the D for 28 years, I sold it in 2005 following a final drive to the Holiday in Williamsburg together with the DiCorpos, Merrifields and Bill Sooter. I was happy with the sale then but as you know it was for a pittance at today's values.

Other cars during my travels: an Austin Healy 3000, Mk 3 in London. In Milan I met an American car designer who owned a body shop and reimported BMW CSis, mostly made for the American market, to Milan where he restored them and resold them to Europeans where they were highly valued. Tom sold me a '73 911 RS lightweight, a car that has had fantastic success. He was rebuilding it for me when I transferred home so I sold it to a Swedish firm wanting to build a racecar. In Milan, I also had an '83 Targa. Out here on the Cape, I have a '97 993 911 coupe tucked away. My daily driver is a 2012 BMW M3.

I love all of the cars that I've owned but the 356 is my indisputable favorite.

Chip Bechtold, Orleans, MA.

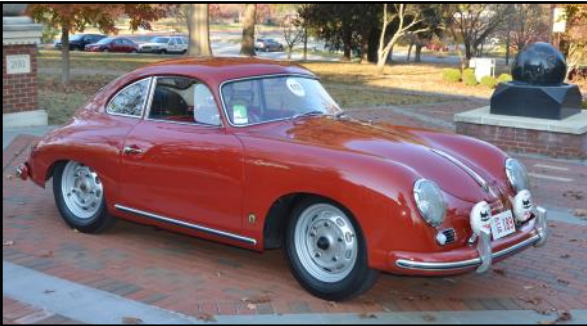
Right- '60 Super 90 at Stowe with Marcia



FEATURED 356

George Kelher's beautiful 1955 Continental Coupe

I bought this car from a Porsche 356 registry member over the phone sight unseen in 2002. He had it less than a year, as he had just bought it from its long term owner. I do not know the first owner but the



second was a Mr. McCullar, a Texas Methodist preacher who drove it from 1957-2002. He collected various VWs and Porsches but this was the car he used daily. I was able to talk with his wife several times about their experiences and fond memories. He had Al Zim repaint the



car in 1981 and do some engine rebuilding. The car was originally Pearl Grey with red interior. This probably meant the dash was red as well. Zim painted the entire car off the red

color of the dash, I believe. This is the same paint the car wears now. Also, the original engine was mistakenly switched with a 1958 engine and it was placed in an employee's 356. I was able to track down that engine and I bought it in 2015 from a Mr. Butcher in Texas.

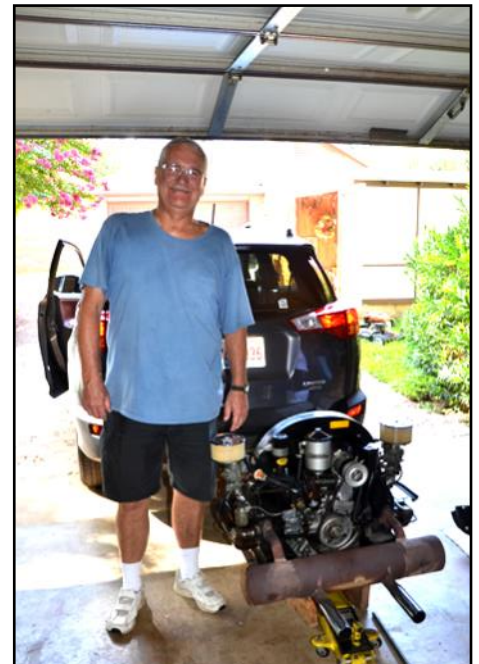


The car has been a staple of Porsche 356 Holidays thru the years winning its class at the Mystic CT. and Asheville NC. holidays. It has placed at the Fontana NC and most recently



at the 2016 Akron OH holidays, attesting to its longevity. My wife, Susan, and I have enjoyed driving it in many Carolina Trophy TSD rallies, winning our class one year. We had just gotten married, and, despite several heated rally discussions, our marriage stayed intact!! It is equipped with a Halda Speedpilot, 1955 Heuer Autavia stopwatch, and an electronic timer for rallies.

One highlight was a several day drive with Susan's mother down the Blue Ridge Parkway in an Ultimate 356 Driving Tour. She often commented, in her beautiful English accent, on my driving, saying, "are we driving in a Ferrari!!". We drove in one of the recent TYP356ne spring tours to Saratoga Springs and I often enjoy a scenic 30 mile round trip to the NC mountains. This year I displayed her at the inaugural East Coast Porsche Werks Reunion and am registered for the September 2017 Porsche Treffen being held in Asheville NC. Lots of twisty, old



lumber roads there to drive. We now look forward to spending more time in Arlington, Massachusetts, Susan's hometown and seeing more of our 356 friends!! I also enjoy attending the Spring Porsche LA Literature Meet with several members of TYP356ne each year. George

WE CAN SAVE THEM ALL



013 Forward Progress by P J Bernard

After so many years 013 has turned a corner. Up to this point it was shuffle from state to state and dream about how things should go. Then a couple of years of planning and finding a shop with experience and close enough to visit often. Finally in the shop, pulling, grinding and cutting all the offending bits off. Then straightening what was left and cleaning up the edges just to start moving forward. What an undertaking!!!!

1963

When the car was purchased although damaged I highly doubt my father in law had any idea of how many years it would take to get to this stage. At that time as a GM engineer he could easily see himself digging in during those spare weekends not filled with heading to the track - then he had children.

In 1963 the car changed hands for \$175.00. Values have skyrocketed but then again the cost to restore a 356 has skyrocketed as well. How much is too much and where does one draw the line between saving and scrapping? While trying to be reasonable I've never been one for looking at it purely from a financial view. Although I can attribute much of that from my mother's love of history which I have indeed inherited I'm pretty sure the deciding factor was working in a couple of junkyards while in college.



How many are sitting buried year after year? And once a car is found how many people can truly judge if it should be resurrected and at what cost?

This was around 1977 to 1980 when the cool cars showing up were from the mid 50's, late 60's and in the eyes of my boss they all looked like potential tuna tins. My heart skips a beat when thinking of the days spent dropping a giant cement block on intact Chevelle convertibles and Ford Victoria's so they'd pack and stack on the trailer. At that time European cars were still mostly bought by oddballs from the city and weren't even around long enough to get stripped. A couple of us young enough to have unrealistic dreams would frequently stash something we liked deep in the woods and quickly crowd as many good parts cars around them as possible. A sideways glance by the boss made clear it was obvious what was going on however my belief is nothing was said because he knew who won in the end. (I'm sure I was the only student driving a 1965 two door Biscuit with a leather interior from a Caddy. Armrests front and rear AND six way power adjustment! Factory fit, thanks Hollander.)

2013—Fifty years!

Since 013 was paid for, complete for the most part and a large pile of parts acquired from a 64 C I bought for \$500 our original investment is slim. A 1965 912 doubled the parts stash and will provide the engine so I can pickle the matching number and well running original (the 912 shell is complete with no damage and probably should be resurrected). All in all this puts us in the position of being able to look at our restoration outlay as being reasonable given the value of fully restored cars. If we plan carefully the next few years and can keep the drivetrain rebuild and interior within normal estimates we'll be able to equal our cost to value, not easily done when speaking Porsche.

Welding not cutting!!!!!!!

I can end with a shot taken just two weeks ago at Ricks shop during the TYP356ne visit. We've rounded the corner and the inner nose is welded on, what a feeling!

I'll just add couple of apparent coincidences. The restoration work began in 2013 when I was 58, the vin is 58013. The previous owner was married on August 24, 1964 with his engagement probably being accepted not long after he got the sports car bug out of his system and the car sold to my father in law.

My wife's birthday? August 24 1964 — PJ



Carl Luck's Tub is back on track after a 17 year restoration hiatus

I am happy to report to my fellow members that after taking my 59 356A apart 17 years ago, and thanks to having recently retired, I have started the final stage of restoration, reassembly. I am hoping to be driving it to our sessions next year.

It all started when I purchased this tub here in Groton, MA. It was literally a barn find, as documented in the photo of my son where we picked it up in 1998. He is now 33 years old! The last owner's father bought it from their neighbor's wife 3 years after her husband, the original owner, passed, in ~1969. It hasn't seen the road since then with a mere 50,000 miles on it. It had the floors replaced and some of the usual rust spots worked on pre-69, but showed no signs of ever being hit or having major work. All numbers match, including doors and both lids. Nearly everything with a date code/stamp indicate original equipment. And yes, as of a few weeks ago, I am happy to report that the engine, which seems to never have been taken apart, purrs at 800 RPM on the engine stand. There have been lots of learning, challenges and fortunately, successes to date.



Before my hiatus I had someone do some body work and prime it and thought I was basically ready for paint. I couldn't have been more wrong. When I was lucky enough to have "Stasch" take a look at it (a friend of a friend, who had recently retired from being the head of the auto body department at our local vocational high school, Monochusets Regional Technical High school) he pointed out all the reasons I was very, not ready for paint, and thank the Porsche Gods he was willing to take the project on. Long story short, about six months later, this

May, I got it back from paint and it far exceeded my expectations. It's as perfect as can be hoped for, and I am a bit fussy. The great thing about Stasch is he is still a teacher at heart



and enjoys working with people, so I got to work along side him, learn and do the grunt work to save a little money. My two critical requirements were; no orange peel and great gaps (they were very bad around the doors where the turkeys did the rust work). Stasch achieved this plus another equally critical, and challenging feat, no waves, it's a perfect "egg". Besides skill, the key to success was a unique two-step process where all surfaces not visible with doors and lids closed, were pre-painted. This way the painter could focus on the external surfaces, and lay the clear coat on very thick without a blemish or run.



I would be happy to share any of my experiences and lessons learned with fellow enthusiasts. There is a lot to these very simple machines, but I am having a ball. Please feel free to reach out to me or make plans to stop in and check out the body work or inner workings of our tubs while it is still in a semi-complete state of assembly. Contact me at- carlluck@outlook.com

Finally, I would like to thank the club members, and members of the 356 Registry who have helped me with parts and or advice as I continue on my adventure. Yes, Tom, you are "The Man".

Carl

PS. Stasch is currently in search of an interesting winter project!

SAVE THE DATES

SUNDAY, SEPTEMBER 17TH, 2017

**THE 3RD ANNUAL CLUB DAY EVENT AND
DRIVE YOUR PORSCHE DAY**

AT LAKE PEARL IN WRENTHAM MA.

We're going back to the beautiful Lake Pearl site in Wrentham MA that we used last year. The Lake Pearl facility has large grassy areas with lots of shade and a beautiful tent for our eating and socializing pleasure. Lake Pearl is as centrally located as we can have an event, and it is very close to the Wrentham Outlet Mall. We are working hard to make this event bigger and better than ever. If anyone has any comments or suggestions on how we can do that, please send them to Ed Tobolski at - tobolsed@verizon.net

Watch your emails and the next TubTimes for full details



**OCTOBER 17TH-21ST 2018 356 REGISTRY
EAST COAST HOLIDAY-OCEAN CITY NJ**



This event is a long way off, but it will be here before you know it. Put the date on your calendar now so you don't miss your chance to drive your Tub on the boardwalk in Ocean City NJ.

CLASSIFIED



For Sale

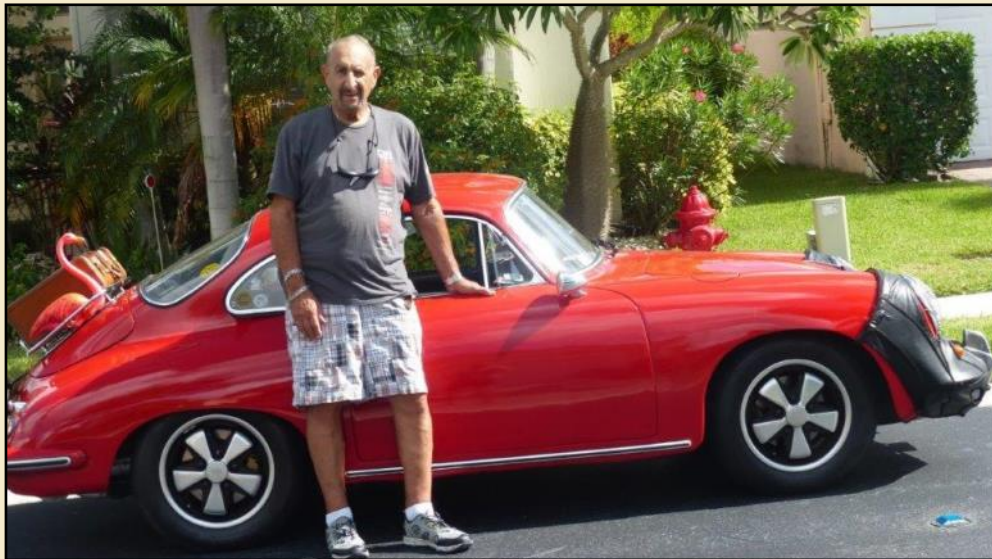
Left- Set of 2 shoulder cushions with P logo. and P seal.
\$25 with shipping, contact- garyr356@aol.com

For Sale

Below- Doormat, new, great in garage or man cave.
\$27 Plus shipping, contact- garyr356@all.com



For Sale



This man has owned this very nice 356C for some 40 years.
Now this coupe can be yours-- only want a person to enjoy it as I have--- \$85,000
contact- garyr356@all.com

TYP356ne is not responsible for omissions, errors, misrepresentations, payments, etc relative to any classified advertisements. Buy at you own risk!! Send all for sale and wanted items to Ed Tobolski at tobolsed@verizon.net. Items will be run once unless renewed

CLUB ITEMS AVAILABLE

Clothing- TYP356ne has an online store where you can order hats, polo shirts, canvas bags, and any other item that Land's End Business Outfitters carry in their inventory. The store address is:

<http://ces.landsend.com/TYP356ne>

You know it is our store because TYP356ne will appear in the upper left hand corner of the website. You can customize any of the items you purchase with the black oval patch and/or the gold TYP356ne script.



Name Tags - We have found a quality vendor that can make and ship you a personalized TYP356ne name badge. They are \$8.50 each with the pin style attachment and \$10.50 each with a magnetic attachment, plus \$3.95 postage. Note: the magnetic backing means you do not have to put pin holes in your TYP356ne polo shirt to wear your name badge.

To order go to <http://www.holmesstamp.com/category.aspx?categoryid=207> and click on the TYP356ne name badge and it will take

you through the process. Within a few days you will have your personalized TYP356ne name badge delivered right to your door. If you have any comments or questions contact Tom Gentz at tgentz@typ356ne.org.

Club Grille Badge

Club members can purchase the "Official Club Badge" for a cost of \$35.00. It is a beautiful badge. Contact Peter Venuti at pvenuti@typ356ne.org for further information.



TYP 356ne

LIFE'S TOO SHORT TO DRIVE BORING CARS!!!

TYP356NE – CLUB SPONSORS

Meister Restorations

Owners: Rainer Cooney and Jerry Dascoli
Location: Rt. 28, North Barnstead, NH
Shipping (UPS etc) Address: 1414 Suncook Valley Rd
Center Barnstead, NH. 03225
Mailing Address: P.O. Box 846
Alton, NH. 03809
Tel: 603-776-3561



Owner: George Nelson
Tel: 617-333-0275
E-Mail: ggn356@comcast.net

Sales
Service
Bodywork

**MACKOUL'S
CARS**

Owner: Richard MacKoul Foreign Car Repairs
220 Worcester St - Rt 122 Paint and Collision Experts
North Grafton, MA Used Car Inventory
Shop: (508) 839-2324 mackoulscars.com



The Best Hardware for the Best Cars



**STUTTGART
NORTHEAST**

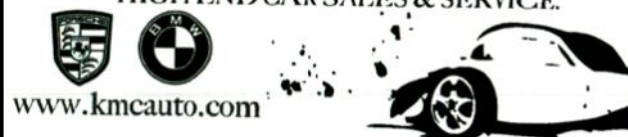
Porsche & Mercedes Service
507 Maple Street, Danvers, MA 01923
978-777-3077

Owner: Jim Mallette
Toll Free: (877) 218-2195
Fax: (978) 777-9985
Email: stuttgartne@comcast.net
www.stuttgartnortheast.com

Timothy J. Kachel
425 Canal Street
South Lawrence, MA
617-759-8973
info@kmcauto.com

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